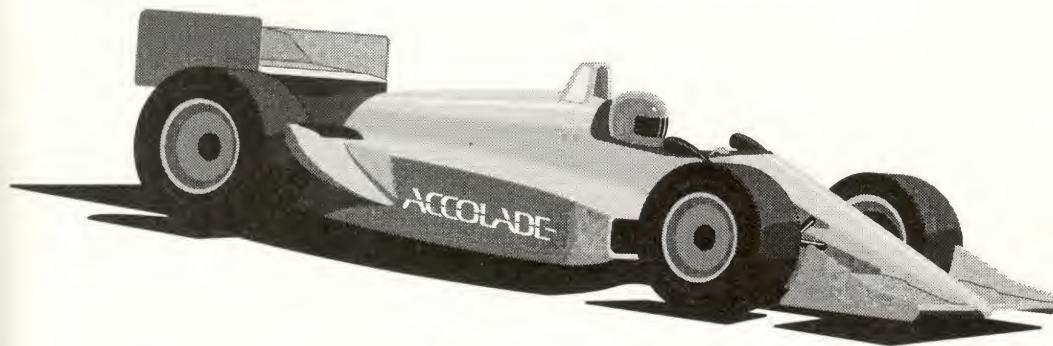


Grand Prix Circuit

TM



The Manual for Commodore 64/128

Created by: Distinctive Software, Inc.

Designed by: Don Mattrick, Brad Gour

C64 version programmed by: Frank Barchard, Kevin Pickell

Producer: Shelley Day

Testing: Pam Levins

Graphics: John Boechler

Music: Kris Hatlelid

Grand Prix Circuit



The Circuit

The grandaddy of Formula One racing. A world of high speed, high tech, and big bucks. The action here is fast, the glamour incomparable. And now you're part of it, with a chance to earn the coveted title of World Driving Champion.

Take the ultimate junket around the free world. Select from three championship cars. Then test yourself against the world's best. Many try; but only one succeeds. And the risk is eclipsed only by the thrill of victory.

Getting Started

- 1 Connect your joystick to Port 2. Remove any cartridges.
- 2 Turn on your computer and disk drive.
- 3 Insert your **Grand Prix Circuit** game disk into the drive, label side up, and close the door.
- 4 Type **LOAD "*/",8,1** and press **Return**. A demonstration of the game appears after the initial title and credit screens.

The Demonstration Run

The demo answers the major questions about **Grand Prix Circuit**:

- What types of races can you run?
- Where are the Circuit tracks located?
- What kinds of cars can you drive?

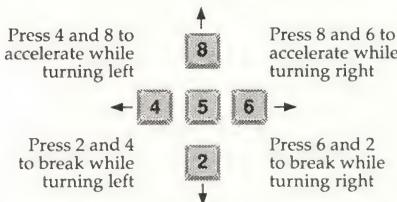
The demo also takes you on one practice lap of each track. If you want to bypass this trial run, press any key anytime during the demo and you accelerate into the real thing.

How to Drive Your Car

You can use either the joystick or keyboard to play **Grand Prix Circuit**. To make the reading less cumbersome, however, this manual refers only to the joystick. Joystick commands and their keyboard equivalents are listed on the next page:

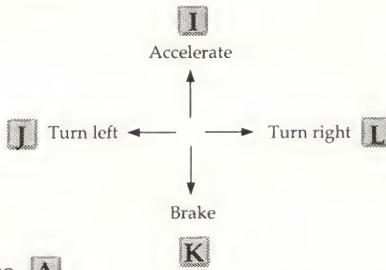


① Numeric Keypad (C128 only)



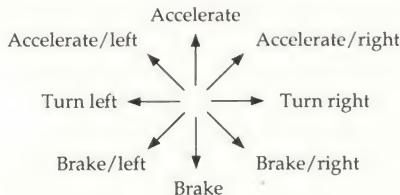
To Upshift: Press **A**
To Downshift: Press **Z**

② Keyboard



To Upshift: Press **A**
To Downshift: Press **Z**

③ Joystick



To Upshift: Press the **fire button** or **space bar** while pushing the joystick forward.
To Downshift: Press the **fire button** or **space bar** while pulling the joystick back



Additional Controls

F1	Starts the demo
F3	Toggles music on and off
F7	Pauses the action — press F7 to continue
C	On the Track Selection screen, lets you see the high scores for each track you select
D	Makes the Gear Shift appear on screen
M	Toggles the Map box on and off
S	Toggles the Stats Box (position, lap, time) on and off
1	On the Track Selection screen, when you highlight a track, 1 automatically selects the Ferrari, 2 selects the Williams, 3 selects the McLaren -- then you instantly go to the race course
2	
3	
1	On any selection screen, instantly sends you to the race course with the last race's settings
Esc	(C128 only) Takes you to the Race Selection screen
← or Run Stop	(C64/C128) Takes you to the Race Selection screen

Note #1: the **fire button**, **Return** key, and **space bar** perform the same functions.

Note #2: During the game, if you don't touch the keyboard for a prolonged period, the computer automatically switches to the Demonstration Run. Press the **fire button** to exit the demo and make the Race Selection screen appear.

Choose Your Race

Setting up a race is easy as shaking a magnum of champagne. Use the joystick to make your choices on the Race Selection screen when it appears. After you've made all your selections, press the **fire button** to continue.

Grand Prix Circuit

① Type of Race

1 Practice

Choose this option to shave seconds off your lap times, and to decide which car handles the best on the track. The number of practice laps you are given equals the number of laps you choose in the Laps per Race option.

2 Single Race

Choose one of the eight Circuit tracks, and head for the races. First you run a solo qualifying lap (see **Qualifying** below), then you go on to the actual race. Your qualifying time determines your starting position against the other nine cars and drivers.

3 Championship Circuit

Eight tracks, eight different races. Your cumulative record on all eight tracks determines your place in the World Driving Championship. If you choose this option, then press **C**, you can see the Tournament Points screen which records your name, car, and cumulative point total on the circuit. (See **Circuit Results** for more information)

② Difficulty Level Bar

Difficulty — how much skill is needed to corner, shift, avoid damage etc. — increases from a Beginner level on the left side of the bar to the Pro on the right.

Level 1: Beginner

Very forgiving: automatic shifting, you can't blow your engine, you can't damage the car if it goes off the road, and you can't spin out. Opponents treat you with kid driving gloves — you can even bump them sometimes without crashing.

Level 2

A little tougher: still has automatic shifting and you can't blow an engine, but you can damage your car if you go cross country. Spin outs are now possible. Opponents are a little less forgiving.

Level 3

Real driving: from now on you shift yourself. (To shift see **How to Drive Your Car**.) It's getting easier to damage your ride, and your engine can blow. Watch for spin-outs, and Sakamo.

Level 4

Your opponents take off their gloves. Engine destruction is quite possible. Watch your gauges and don't go over the red line.

Level 5: Pro

Race against the best — and everything goes. Good luck.



① Your Name

Type in your name.

② Laps Per Race (and practice runs)

Choose from 1 to 99 laps per race. Notice that qualifying is always one lap.

Choose Your Track

If you select Practice or the Single Race, the Track Selection screen appears. (For the Circuit, you don't have to make this choice -- you race each of the eight tracks in succession.) To choose a track:

Use the joystick to highlight one of the eight track illustrations, then press the **fire button**.

Brazil	Autodromo da Cidade do Rio de Janeiro Circuit Length: 3.126 miles 1987 Race Distance: 61 laps, 190.693 miles
Monaco	Circuit de Monaco Circuit Length: 2.068 miles 1987 Race Distance: 78 laps, 161.298 miles
Canada	Circuit Gilles Villeneuve, Montreal Circuit Length: 2.740 miles 1986 Race Distance: 69 laps, 189.007 miles
Detroit	Detroit Grand Prix Circuit Circuit Length: 2.500 miles Race Distance: 63 laps, 157.500 miles
Britain	Silverstone Circuit Circuit Length: 2.969 miles 1987 Race Distance: 65 laps, 192.985 miles
Germany	Hockenheim-Ring Circuit Length: 4.223 miles 1987 Race Distance: 44 laps, 185.832 miles
Italy	Autodromo Nazionale di Monza Circuit Length: 3.604 miles 1987 Race Distance: 50 laps, 180.197 miles
Japan	Suzuka International Race Course Circuit Length: 3.499 miles 1987 Race Distance: 51 laps, 185.560 miles

Grand Prix Circuit

Note: To view the Clip Board, which records the best average lap times for each track, highlight a track and press **C**. (If your practice or race results are good enough, they are automatically saved and appear on the Clip Board for that track.)

Choose Your Car

Move your joystick up or down to view each of these three cars. When the car of your dreams appears on screen, press the **fire button** to select it. (After the selection, wait a moment for the information to load.)

Ferrari

A V12, 3.5-litre, 5-speed road hugger that features the best handling of the three. Not as likely to spin out as the others, but it's a little slower. A good car for a beginner.

Williams

A 3.5-litre, V8 Renault, 6-speed. Ranks in the middle of the Circuit in terms of speed, handling, and braking ability.

McLaren

A Honda Turbo 6-speed bullet with tremendous horse power – the fastest of the three. But that speed comes at the price of braking, handling, and gripping power. Beginners beware.

Qualifying

Whether you're entering a Single or Circuit race, you first have to qualify. It's one lap: you against the clock. So make it good. Your time on this lap determines your position in the 10-car starting grid: five rows, two cars to a row.

Your performance and position in the starting grid is automatically displayed after the lap. If you don't finish (or it takes you longer than three minutes to complete the lap), you are towed to the pits and a **DNQ** (Did Not Qualify) is posted beside your name. If you **DNQ**, you can't race.

The Competition

The nine drivers who want to keep you in the back of the pack differ in ability and temperament: some are aggressive, some more conservative; some race cars, others still need a little work.



This driver roster ranks your opponents from the best in ability to the novice:

Car Number	Name and Nationality	Car Number	Name and Nationality
9	Nigel Levins — English	12	Don Matrelli — Italian
5	Peter Kurtz — German	1	Cal Tyrone — American
66	Toni Borlini — Italian	27	Travis Daye — Canadian
2	Bruno Gourdo — French	05	Tse Sakamoto — Japanese
4	Gregory Kwok — Canadian		

The Cockpit

① Tachometer

The large gauge in the center. A device that registers in thousands the revolutions per minute (RPM's) of your drive shaft. The bigger the number, the harder your engine is working. If it works too hard — the tach needle climbs into the red area, or red lines — you can blow it up. So keep an eye peeled when you're shifting around 11,000 RPMs.

② Steering Wheel

The joystick turns the wheel left and right.

③ Damage Indicator

Damage to your car — tire wear, chassis abuse — affects your braking and handling ability. How much damage you're suffering is indicated by a rectangular Color bar above the steering wheel. Starting at zero, the bar changes colors three times as it moves from left to right.

The color green represents the normal wear and tear of racing. But if you wait too long to make a pit stop, or drive off the road one too many times, the indicator turns yellow to indicate caution. When it turns red, you're in serious trouble. If it reaches the end of the red zone, you're out of the race and must be towed into the pits. (See **Pit Stops** for information on repairing your car)

④ Speedometer

Located to the left of the damage indicator. It is a digital readout in miles per hour. If you want to maintain your speed, keep the joystick in the center position.

If you want to increase speed — accelerate — push up on the joystick. To put on the brakes, pull back.

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○ Rear View Mirror

Dual mirrors attached to both sides of the cockpit show you what's coming up — fast — behind you.

○ Map Box

On the upper left of the screen. This track diagram indicates the finish line (the short line across the track), and your current location — you're the large white dot — in relation to the other racers (the small dots). Also lets you anticipate what type of road looms ahead — curves, straightaways, even tunnels. Tunnels are marked by a broken line on the circuit.

○ Race Information Box

On the upper right. It gives you your current race position (P) and the current lap (L) you're on, as well as your elapsed time for the race (the top clock) and your time for the current lap (lower clock).

Taking the Turns

Hard-core driving is done in the turns, or on the approaches to the turns. That's where you're most likely to overtake another racer — or be overtaken yourself. The basic tactic is to out-brake the other guy. If you can wait just a second longer to brake, you win that turn.

All turns have striped borders. **Yardage markers** of 150, 100 and 50 yards are placed on the outside approach to every turn.

Pit Stops

When your Damage Indicator climbs too high, it's time to hit the pits and change those tires. The Pits are on the outside lane of every track.

- 1 When you're ready, pull into the pits and stop — your cockpit automatically dissolves to the Pit Stop screen.
 - In all but two of the tracks — Canada and Italy — the pits are located right after the starting line. For these two, they're located right before the finish line.



- 2 Move the joystick to select one of these three options and press the fire button:
 - **Change Left** (Change the two tires on your left side)
 - **Change Right** (Change the two tires on your right side)
 - **Change All** (Change all four tires)

Note: it takes more time to change both sides, but all damage is fixed and your indicator resets to zero. If you change just two tires, some damage remains.

- 3 Watch your pit clock in the corner. As soon as your crew finishes you automatically exit the pits and rejoin the race.

Race Results

After Every Race

A screen appears that shows you how well you performed against the competition. It gives you some individual information for that race — your overall time and average speed — as well as Best Lap Statistics: which lap was your best, how fast you ran it, and how long it took you.

If your best average lap time is among the Top 10 ever for that track, it is automatically recorded on the Clip Board. If you're running the Circuit, press the fire button to see your point earnings.

The first six finishers receive points (which are important when racing the circuit), and the last three finish out of the money. If you don't finish at all, a DNF (Did Not Finish) appears beside your name.

Place	1	2	3	4	5	6
Points	9	6	4	3	2	1

Circuit Results

A screen appears after every Circuit race that posts point totals, tells you the winner of each race, and shows you where the next race takes place. It's also the place where you can save and load games.

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Race points are accumulated for each race throughout the Circuit. The racer with the highest cumulative score after the eight races wins the Grand Prix and the title of World Driving Champion.

④ Saving a Game

When you're racing the Circuit, you probably won't finish in one sitting. So you can save the current game at the end (but not in the middle) of any race.

- 1 When you get to the Circuit Results screen, highlight the **SAVE** box and press the **fire button**. Note: you may only have one game saved at a time.
- 2 To load a saved game, highlight the **LOAD** box and press the **fire button**. Then, to start the race, highlight the **CONTINUE** box and press the **fire button**.

Grand Prix Circuit



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